



FAA Intercom

FAA Budget has its Share of Pluses and Minuses

The \$12.59 billion FAA budget that President Clinton signed last month represents a significant boost in agency funding compared to last year, but comes with a significant portion of the money earmarked for specific projects.

The earmarked funds, together with changes in spending procedures, take away some of the agency's spending flexibility. In addition, a number of issues reduced this year's operations funding.

Still, it's a much more positive bill than last year's, said Budget Director Brian Riley. The budget breaks down this way:

♦ Operations — \$6.54 billion (\$48 million less than the FAA requested);

continued on page 10

CFC Drive Reaches all Regions of Agency

The Combined Federal Campaign is underway and FAA employees have been asked to match the generosity they've displayed in the past.

Headquarters, the regions and centers are busy organizing fundraisers to reach their respective goals.

Administrator Jane Garvey spoke for *continued on page 10*

Home is where the Hearts Are



(From left) Judy Montfort, executive director of the Cleveland FEB, NASA's Greg Schade and the FAA's Gary Klinger discuss plans for the new home this past July.

If home is where the heart is, then Laverne Johnson's new place is going to need a lot more rooms.

There was no house at all back in July, just a promise made by volunteers — including more than 40 FAA employees — to build a house for her as part of the Greater Cleveland Habitat for Humanity program.

On top of the nails, boards, shingles and other materials used to construct the house, volunteers added heart, muscle, sweat and not a little of their own money so Johnson and her five children could move into their first real home.

The result is a 1,500-square-foot

house with four bedrooms, 1 ½ baths, a full basement and large front porch.

The project started with a decision by the Cleveland Federal Executive Board, which comprises 85 federal agencies in Northeastern Ohio, that a Habitat for Humanity project would unite federal employees in the region to contribute to the community.

The board credited the National Air Traffic Controllers Association as the first organization to answer the call for support. Through a variety of fundraisers in off-hours, union employees and members of *continued on page 11*

In This Issue:

Read about Habitat for Humanity, Harrison Ford on film for the FAA, our annual CFC challenge, latest news on the Thrift Savings Plan, spreading the good news and much more.



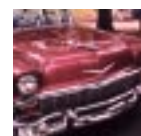
Page 2. Protecting endangered species.



Page 4. Native American Heritage Month.



Page 5. Harrison Ford speaks for FAA.



Page 12. Classic cars propel CFC drive.



News in Brief

Schedule Leave by Dec. 3

FAA employees must schedule their "use or lose" annual leave before Dec. 3, which is the start of the third biweekly pay period prior to the end of the leave year.

The deadline for using annual leave comes earlier than normal this year because the leave year ends Jan. 13, 2001.

Jan. 14, 2001 is the beginning of the new leave year and the first full pay period in 2001. For more information, contact Sandee Lewis-Haskell at (202) 267-9604.

Orlando Tower Selected for Southern Region Award

Orlando International Tower has been named the Air Traffic Control Tower of the Year (Level 11) for 1999 by the FAA's Southern Region.

Dennis Koehler, Southern Region Air Traffic Division manager, presented the award to employees at a ceremony. He said Orlando was selected because of the professionalism exhibited by the controllers, as well as the facility's outstanding relationship with NATCA. During 1999, Orlando handled more than 640,000 Central Florida operations.



Koehler presents an award to NATCA Representative Bill Nelson and Air Traffic Manager Donna Gropper recognizing Orlando as a Southern Region facility of the year.

Test and Evaluation Office Achieves a First

The Office of Independent Operational Test and Evaluation is the first FAA organization to achieve Level 2 of the agency's integrated capability maturity models.

The capability maturity models help FAA offices define what they do, how they do it and what to focus on in the future. Reaching Level 2 means the office has established basic management processes that can be planned and tracked.

Many FAA organizations and projects have achieved Level 2 in some process areas, but the Office of Independent Operational Test and Evaluation is the first to achieve full Maturity Level 2 as an organization.

The office conducts independent test and evaluation on agency systems before they go in-service to make sure they are ready to operate.

ADS-B Testing Continues

Automatic Dependent Surveillance-Broadcast (ADS-B) technology got a workout during a flight demonstration at the Kentucky Air National Guard facility in Louisville, Ky., last month.

ADS-B is a pilot situational awareness tool that gives pilots and controllers information about the positions of similarly equipped planes so they can manage traffic more efficiently together. The Louisville demonstration tested the use of ADS-B for spacing aircraft on approach and departure, and surface situational awareness.

The testing was performed as part of the FAA's Safe Flight 21 Ohio River Valley trials. The Cargo Airline Association participated in the trials with the FAA.



The FAA won't stick its neck out and risk violating environmental laws. It will provide compensation for any harm done to gopher tortoises.

Environmental Compensation Keeps IPT Busy

The FAA has "shelled" out money to compensate for any harm brought to gopher tortoises and wetlands in Florida.

An FAA environmental team paid \$1,400 to an environmental fund to compensate for any harm done to the popular tortoises — an endangered species — during demolition and removal of the Fort Lonesome ARSR-3 radar.

The team also would pay several thousand dollars to compensate for any wetlands damage during construction of the Fort Myers ASR-11 radar.

These payments are a bargain for the FAA, said Jerry Schwartz, environmental lead. The only alternative the agency had was to relocate the tortoises at a cost of up to \$2,000 each or construct wetlands for hundreds of thousands of dollars.

"These payments keep us in the air safety business and out of the tortoise-sitting or wetlands construction business," Schwartz said.



Higher Cap Set for PFCs

U.S. airports may apply to the FAA to raise their passenger facility charges to as much as \$4.50. Applications may be sent immediately, but no increases will go into effect until April 1, 2001 at the earliest.

New PFC levels of \$4 and \$4.50 were authorized under an aviation investment and reform act passed last April. The current cap on PFCs is \$3. Funds collected from these charges are used to improve airport safety, security and capacity; mitigate airport noise; and enhance air carrier competition at airports.

Rulemaking Web Site Expanded

The Office of Rulemaking has expanded and simplified its Web page. All rulemaking and related regulatory information now is located in one convenient location at www.faa.gov/avr/armhome.htm.

The Web site is divided into three main categories: General Rulemaking Information, Regulatory Guidance Materials and Participating in FAA Rulemaking. It also contains plain language initiatives and related regulatory links.

The site can be used to find recently published rules, notices of proposed rulemaking, advisory circulars, operational manuals, statutes, executive orders, federal register information, docket information, advisory committee information and plain language initiatives.

FAA to Cooperate in African Survey Program

The FAA agreed with the Air Traffic Navigation Services Company of South Africa (ATNS) to conduct satellite surveys of terrain at more than 30 African airports.

By mapping the terrain, the FAA wants to help pilots navigate around hazards. Each participating country will be able use the data as it begins to operate in a global navigation satellite system. The information



Traynham signs an agreement with Dr. Johan von Vollenhoven, managing director of ATNS.

can be used for non-precision approaches initially, and then precision approaches as the technology advances.

The agreement was signed at a conference sponsored by the Department of Transportation in South Africa. David Traynham, then assistant administrator for Policy, Planning and International Aviation, represented the FAA. ATNS will conduct the surveys. Several countries already have begun the survey process.

The National Imagery and Mapping Agency is funding the surveys through its Ron Brown Airfield Initiatives program, which aims to survey some 900 airfields worldwide.

Directives Checklist Goes On-line

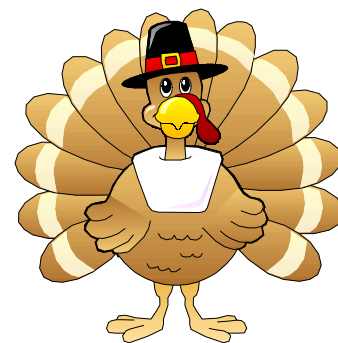
The Washington Headquarters Directives Checklist is now on the Internet. The checklist includes URL addresses for those directives that are located on the Web.

Directives are the primary means of issuing policy, instructions, and work information within the FAA. They include guidance or instructions that describe, establish, or explain agency policies, organization or procedures; documents that require action or impose responsibility; and written information essential to the agency or its programs.

The Office of Cost and Performance Management developed and manages the Web site at www.faa.gov/aba/html_policies/index.html. For more information, contact Peter Marrairie at (202) 267-9523.

Correction

The front-page story of the October 2000 issue of the *FAA Intercom* ("FAA Pilots Don't have a Leg to Land on") contained a misprint. The aircraft skidded 870 feet before stopping.



**Happy
Thanksgiving**
From the staff of the
FAA Intercom



Charting New Space

The FAA's Aviation Systems Standards Program welcomed aboard more than 300 employees from the National Oceanic and Atmospheric Administration, Oct. 1.

NOAA's Office of Aeronautical Charting and Cartography has been transferred to the FAA, where its expertise in producing high-quality aeronautical navigation charts and products will be maximized. The FAA has renamed the organization the National Aeronautical Charting Office (NACO).

NACO produces the full spectrum of charts for navigating in the National Airspace System. For years, NACO has produced digital and analog charts and computer displays used by air traffic controllers. Pilots flying under Visual Flight Rules and Instrument Flight Rules rely heavily on NACO charts, as does the Department of Defense.

NACO also is focussing on future aviation needs, including redesign of the nation's airspace. NACO representatives serve on a number of national and international navigation working groups and committees, and are key players in developing solutions to future air navigation requirements.

The charting organization has been around since 1927. It has long set the cartographic standard for aviation charts, databases and flight information products around the world, and has provided chart users with accurate and up-to-date aviation chart products.

NACO's address is: National Aeronautical Charting Office, AVN-500, Suite 3424, 1305 East-West Highway, Silver Spring, MD 20910.

For additional information, access the office's Web site at <http://acc.nos.noaa.gov>. The FAA and NACO expect no service interruption to customers as a result of the transfer.

We Know Who We Are

National Native American Heritage Month kicked off Nov. 1 with a moving celebration at FAA Headquarters.

In a poignant introduction, Janice Kurak, a staff assistant in the Office of Civil Rights and a member of the Iowa Tribe of Oklahoma, conjured up the spirit of her grandmother who had been buried just the day before. Kurak said she learned her tribe's ceremonial dances from her grandmother and thought her spirit was with her in the FAA auditorium that day.

John Nicholas, director of the Office for Equal Employment Opportunity at the Bureau of Indian Affairs, then took the audience on a journey. He asked audience

members to imagine everything that defined their way of life devalued. He drew the parallel between this mental journey and the very real journey that Native Americans took as they lost their land and system of government and saw their religious beliefs denigrated.

The one element that remains is their heritage, encapsulated in this year's theme, "We Know Who We Are." A celebration of that heritage followed in which the audience witnessed Iowa ceremonial dances, an invocation given in the Iowa language and a "give away," a tradition in which the tribe recognizes or honors another tribe or person.



A member of the Iowa Tribe performs a ceremonial dance at the kickoff of National Native American Heritage Month.



This Ford Flies



An FAA film crew tapes Harrison Ford's introductions to two FAA videos at Atlantic City Airport.

As Indiana Jones or Han Solo, Harrison Ford has been in plenty of near misses. But just because Ford, an avid pilot, has dodged alien warships, giant boulders and escaped from a pit of poisonous snakes doesn't mean he wants to experience real near misses when he's taxiing at an airport.

Ford flew his Bell 407 Jet Ranger helicopter into Atlantic City last month to help the FAA's Runway Safety Program promote safe operation on airport ramps, taxiways and runways. He taped introductions for two training and awareness videos and the Runway Safety Program Web site (www.faa.gov/runwaysafety). One video concerns vehicle operator safety and the other covers airport markings and signs.

A number of FAA offices assisted in the effort. King Schools in San Diego and the

FAA's Mike Monroney Aeronautical Center in Oklahoma City are producing the training and awareness videos. The Imaging Technology Branch of the FAA's William J. Hughes Technical Center produced, directed and shot the footage of Ford for the introductions.

Karla Towe, the safety program manager at the Van Nuys Flight Standards District Office, took the initiative in pursuing Certified Flight Instructor Steve Stafford, a long-time friend of Ford's, to see if the actor would be willing to help.

Ford filmed the introductions on his own time and edited his own script.

In addition to the Bell, Ford owns and flies a Cessna 208 Grand Caravan, Husky AV1B, Cessna 206 Skywagon, Bonanza BE36, Beaver DHC-2, Gulfstream 4SP and a Millennium Falcon.

Expect Increased Police Vigilance over Thanksgiving

Law enforcement agencies across the country will be cracking down during Thanksgiving week (Nov. 20-26) on people who drink and drive or allow children to ride unbuckled.

The "Buckle Up America" campaign is teaming with local law enforcement to support *Operation ABC Mobilization: America Buckles Up Children*, a coordinated 50-state effort to protect children from their number one killer — traffic accidents. The mobilization involves more than 8,000 law enforcement agencies nationwide. They will ticket drivers for failing to buckle up their children and arrest drivers believed legally impaired.

Police agencies will step up a range of activities designed to protect kids, including intensive enforcement, check-points, increased patrols and saturation patrols. Policemen have been instructed to show zero tolerance for drivers who don't buckle up children or who drink and drive.

The FAA is doing its part this month by monitoring seatbelt use among its employees. Facilities in every region will monitor employees as they enter FAA parking lots to see if they are buckled properly. Some facilities in the past have reported a 100 percent buckle-up rate.

Nearly two out of three children under age 14 who were killed in alcohol-related crashes were riding with drivers who had been drinking, according to the *Journal of the American Medical Association*. The study, which analyzed a decade of national crash statistics, also found that more than 80 percent of the children who died were not buckled into seat belts or child safety seats.



Happy New (Fiscal) Year!

FAA Intercom and VOICE continue their series of articles on the budget process. This month's article discusses what happens at the end of one fiscal year and the beginning of the next.

The government uses the 12-month period from Oct. 1 of one year until Sept. 30 of the following year to track its accounts. This 12-month period is known as a fiscal year. Fiscal years are numbered by the ending year. Therefore, fiscal year 2000 began Oct. 1, 1999 and ended Sept. 30, 2000.

As Oct. 1 approaches every year, two important things are going on. All government agencies are working to spend the funds allotted to them for the current fiscal year. At the same time, all eyes are on Congress to see how much money will be appropriated for the new fiscal year.

You may have heard the term "lapsing appropriation." As mentioned in previous articles, when Congress appropriates funds, especially for day-to-day operations, the law includes a time limit, most often the end of a fiscal year. Thus, a lapsing appropriation is an appropriation whose time limit is about to run out.

The FAA's chief financial officer issues guidance each year on the yearend closeout process. This guidance is meant to ensure that all lapsing funds are effectively and appropriately used, that the agency does not overspend its appropriation, and that yearend closeout procedures are consistent with Treasury and Office of Management and Budget direction.

One specific aspect of the CFO's yearend instructions pertains to the operations appropriation, which is a lapsing account. As requested by the CFO, lines of business and staff offices report their yearend unfunded operations requirements to the Office of Budget in late August. In turn, the budget office works with the lines of business and staff offices to consolidate these individual listings and

create a single, prioritized list of unfunded operations requirements. Tops on this year's list were projects to address a backlog of contractor security investigations, improve the agency's data base and analysis of flight delays, and speed up development of an improved personnel and financial system, such as the FAA's new cost accounting system.

The Office of Acquisition stops accepting new procurement requests in mid-September to allow both the Office of Acquisition and the individual lines of business and staff offices time to reconcile their records and balance their books. At the same time, the budget office generates daily "balance available" reports that indicate available balances for each line of business and staff office. Using these reports, the budget office talks with individual lines of business and staff offices to identify funds that can be used on the prioritized list of unfunded operations requirements.

Though this brief overview describes the yearend activities at Headquarters, similar procedures are used by each regional administrator and center director in closing out the fiscal year in the field.

While the agency is working to balance its books and provide funding to yearend priorities, Congress works on the appropriation bills for the coming fiscal year. President Clinton recently signed the FAA's budget bill for Fiscal Year 2001 (i.e., the year ending Sept. 30, 2001).

The CFO now begins the process of allocating available funds among the lines of business and staff offices, reviewing congressional direction in the execution of programs, and establishing hiring and spending restrictions and guidance for the new fiscal year.

Aircraft Wiring Issue Heats up

Improvements need to be made in the design, monitoring and maintenance of aircraft wiring, according to the draft final report of an FAA advisory group.

The FAA maintains there are no immediate fleet-wide safety concerns associated with the wiring issue. But the Aging Transport Systems Rulemaking Advisory Committee identified six wiring conditions that might pose possible safety risks if not addressed. These include degraded wire repairs or splices, heat-damaged or burned wire, vibration damage or chafing, cracked insulation, arcing (in which electricity escapes from wiring) and loss of insulation lamination.

The assessment was based on the visual inspection of 81 aircraft in service and more detailed inspections of six recently retired aircraft more than 20 years old.

The general press has focused on the six retired jets, which showed several incidents of cracked insulation. The FAA rejected some press reports that implied the wiring problems on the retired aircraft could be used to extrapolate similar problems across the nationwide fleet of jets.

The FAA said it is unclear whether aging or some other cause accounts for the cracks, but it is considering issuing Airworthiness Directives that might focus on maintenance and inspection, training and awareness, design and modification, and continued monitoring of aircraft wiring.



THRIFT SAVINGS PLAN

Thrift Board Says Better Late than Never on New TSP Funds

It will have taken more than a year, but FAA employees finally will be able to invest in two new investment funds in May 2001.

The Federal Retirement Thrift Investment Board said a small capitalization stock index investment (S) fund and international stock index investment (I) fund will be added to the three investment options available to TSP participants.

The board decided to open the funds despite continued problems with a new record keeping system that delayed their scheduled debut earlier this year. The new funds will be made available under the current record-keeping system. The new system will begin operation as soon as

possible thereafter.

The current system also will allow participants to change the way their payroll contributions are allotted among the five funds at any time, instead of only during a TSP open season.

Other enhancements such as daily valuation and processing of interfund transfer requests will be available only under the new record keeping system.

The contractor developing the new record keeping system suggests a spring 2001 implementation, but the board will wait to see if that schedule can be met. The contractor already has missed two deadlines.

TSP Open Season Begins this Month

Thrift Savings Plan Open Season began Nov. 15 and ends Jan. 31, 2001.

During this time, TSP participants may change the amount of their biweekly investment in the plan, as well as the amounts allotted to each investment fund.

Open season also gives employees the chance to join the retirement savings program. They have three options from which to choose: a common-stock index investment (C) fund; a fixed income index investment (F) fund; and a government securities investment (G) fund.

Getting the Good Word Out

The FAA wants to provide the public, Congress, and other interested parties a better idea of the good work its employees do daily to improve the national airspace system and reach out to local communities.

Too often, the only mention the FAA receives is when something goes wrong in the system. What goes overlooked is the tremendous job employees do day in and day out to give Americans the safest and most efficient air travel system in the world.

To correct this, the Office of Government and Industry Affairs has begun an outreach program that will gather information from the regions to regularly update interested parties about good news occurring around the country.

For example, when Administrator Garvey meets with Sen. Gordon Smith of Oregon, she can tell him first-hand about the Eugene Tower and its zero operational errors for seven consecutive years.

Good news is not limited strictly to job performance. Marshall Fue, a Central Region

employee, arranged for the FAA to donate \$3 million worth of surplus government computer equipment to help local youth become computer literate. DOT Secretary Rodney Slater recognized him for his efforts.

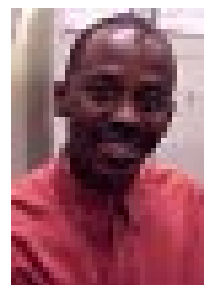
Employees are encouraged to supply information to their regional points of contact about future events that would be useful to the Administrator. Employees with specific questions should call their points of contact listed below. For further information, contact Outreach Team Lead Belinda Zamer-Bender at (202) 267-3989.

Contacts for Lines of Business at Headquarters:

ARA	David Kerr	x34437
ARC	Veronica Calvert	x79019
ASY	Dee McHugh	x35175
ATS	Norma Lesser	x34261
AVR	Denise Miller	x77250
ARP	Sabreenah Key	x78389
ARP	Margarete Berrios	x78757
AGI	Quentin Burgess	x73277
AGI	Brian Langdon	x73277
ACS	Kay Payne	x73970

Regional Contacts:

AEA	Marie Ubertini	(718) 553-3367
AWP	Verna Wong	(310) 725-3550
AAL	John Madden	(907) 271-5177
ASW	Chere Kimbell	(817) 222-5451
ACE	Glenda Honeycutt	(816) 329-2422
AGL	Carl Ball	(847) 294-7111
AGL	Estela Ponce	(847) 294-7106
AMC	Joey Muth	(405) 954-5054
ANM	Diane Fuller	(425) 227-2809
ACT	Stan Ciurczak	(609) 485-4789
ANE	Donna Ricci	(781) 238-7395
ASO	Glen Elliott	(404) 305-5901



Marshall Fue



People



David Traynham

Boeing Hires Traynham

David Traynham, assistant administrator for Policy, Planning, and International Aviation since June 1998, is now director of strategy and policy for the commercial airplane program at the Boeing Company. The position will have an international focus.

Prior to joining the FAA, Traynham was on the staff of the Aviation Subcommittee of the U.S. House of Representatives. Louise Maillett has been named acting administrator until Traynham's permanent replacement is announced.



Chuck Hedges

Hedges Named Permanent Deputy

Chuck Hedges has been named deputy assistant administrator for System Safety. He has been acting in that role since March.

Hedges has held a number of jobs in System Safety since joining the FAA in 1989, including manager of the System Safety Engineering and Analysis Division.



Lindy Ritz

Ritz to Head Federal Executive Board

Lindy Ritz, director of the Mike Monroney Aeronautical Center, has been elected chairman of the Oklahoma Federal Executive Board. Her term began Oct. 1 and expires Sept. 31, 2001.

Federal Executive Boards were established by presidential directive in 1961 to improve internal federal management practices and encourage federal participation in civic affairs in major metropolitan areas.



Melvin Harris

New Labor/Employee Relations Director Selected

Melvin Harris has been named director of Labor and Employee Relations.

For the past eight years, Harris has been labor commissioner for the City of Baltimore, where he was responsible for the city's collective bargaining activities. Prior to that, he was director of labor and employee relations for Howard University Hospital.

Harris replaces Ray Thoman, who

was named deputy assistant administrator for labor and employee relations in the Office of Human Resource Management earlier this year.

Erickson Moves to Singapore

Elizabeth Erickson will become area director for the FAA's Asia-Pacific office in Singapore. She takes over in February.

John Hickey will replace Erickson as director of the Aircraft Certification Service. He remains manager of the FAA's Transport Airplane Directorate in Seattle, Wash., until February, but will work closely with Erickson to prepare for his new position.

FAAer Receives Flight Test Safety Award

Rod Huete, a test pilot and lead flight test safety officer for the Aircraft Certification Service, received the Tony LeVier Flight Test Safety Award.

The Society of Experimental Test Pilots presented the award to Huete for his work in developing and implementing the FAA's flight safety program. The program focuses on high-risk flight test operations.

In particular, he was recognized for instituting the concept of flight test risk management, which sets a standard for flight test safety requirements throughout the civil aviation industry.

More NHCFAE Winners

Last month's edition of *FAA Intercom* did not list all of the Presidential Award winners announced by the National Hispanic Coalition of Federal Aviation Employees.

The other winners were: Charlie Kegan, Headquarters; Douglas Murphy, Southwest Region; Fanny Rivera, Headquarters; Stanley Masset, Southwest Region; Rey Blancarte, Southwest Region; Idalia Rios, Southwest Region; Teresa Ramos, Eastern Region; Barbara Silva, Mike Monroney Aeronautical Center; and Ruth Turull, Southwest Region.



Runway Safety Program Tabs Regional Managers

Southern Region Employee Commended

Joe Lizzini, an airway transportation systems specialist from West Palm Beach Airport Tower in Florida, won the 1999 Federal Energy Saver Showcase Facility award. It was given to nine U.S. facilities.

Lizzini's effort to update the heating, air conditioning and ventilation system and generator equipment at the tower, and purchase the most energy-efficient equipment reduced energy consumption and air-polluting emissions there.

In Memoriam

Homer "Rick" Reighard, former Federal Air Surgeon for the FAA, died Oct. 1 at 75. Reighard served from 1975 until 1984, during which time he made important contributions to the development of U.S. and international medical qualification standards for pilots. He also was instrumental in the development of a program to rehabilitate pilots suffering from alcoholism. He is survived by his wife, Barbara, three children, two brothers and five grandchildren.

Jerry Hordinsky, M.D., died Oct. 20 of cancer. The former manager of the Aeromedical Research Division of the Civil Aeromedical Institute in Oklahoma City served the FAA from 1982 to 1999. His work included development and oversight of a major portion of the medical accident response capability of the FAA. He is survived by his wife, Martha, three daughters, his mother, a brother and sister. *David McFadden*, manager of the Office of Civil Aviation Security Policy and Planning, died in his sleep Oct. 25. He was 67. McFadden's 40 years of federal experience in the intelligence and security fields included 19 years with the FAA. He is survived by his wife, Sachiko, and two sisters. He joined the agency in 1975 as a security specialist in the Office of Investigations and Security.

FAA regional administrators have selected Runway Safety Program managers for each of their regions.

The regional managers will serve as the focal point for all Regional Runway Safety Program activities and focus on the unique issues associated with their respective regions. They'll encourage education and training of pilots, vehicle operators, airport managers and controllers to reduce runway incursions and improve overall airport surface safety.

While they will report directly to their regional administrators, the regional

managers will work closely with the FAA's national office for runway safety.

Selected as managers were: Roger A. Motzki, Alaskan Region; Dennis Lawson, Central; William J. DeGraaff, Eastern; Phillip L. Peterson, Great Lakes; Harry A. West, New England; Jim Greene, Northwest Mountain; Anna B. Cohen, Southern; Paul Erway, Southwest; and David Kurner, Western Pacific.

The managers are drawn from a broad cross-section of the agency, including the NAS Implementation Program, Air Traffic Services, Airports, Airway Facilities, Air Traffic and Research and Acquisitions.

Cleaning Closets Helps Keep a Clean Audit

For many people, cleaning out their closets is a major chore. Once they've cleared out all their items, what should they do: Dump them, donate them, or sell them?

There's an FAA office that makes these types of decisions year round. The Resource Management Program in the NAS Logistics Property Management Division is responsible for developing the agency's policy for disposing of personal property.

Personal property includes everything but the land on which FAA facilities stand. The program helps the agency sort through its excess equipment and determine how best to dispose of it.

The FAA must financially and physically account for all its operational and administrative office equipment, whether it's being used, sitting idle, dumped or donated. It helps the agency maintain control and oversight of its personal property and support a continuous clean audit.

Every employee is responsible for financial and physical accountability of FAA property, noted Ellen Brinson, program manager for personal property disposal. Just because an FAA office no longer needs a piece of equipment doesn't mean it's not

useful somewhere else. Much equipment can be donated.

In 1999 alone, the FAA donated \$14 million worth of computers to U.S. schools, many of them disadvantaged. ATC equipment that is no longer usable is sometimes donated to museums to help preserve the nation's air traffic control heritage.

Brinson urges FAA offices to contact their Headquarters, regional or center representatives (see below) if they have excess equipment that needs disposal, and not simply throw away the equipment as sometimes occurs.

AMC	Toni Ferencich	(405) 954-5137
ACT	Bill Klein	(609) 485-6103
AGL	Adamy Martinez	(847) 294-7226
ANE	Carol Dillon	(781) 238-7666
ANW	Steve Avolio	(425) 227-2836
ASW	Carol Harakal	(817) 222-4378
ACE	Marshall Fue	(816) 329-3108
AWP	Janice Wasmund	(310) 725-7519
AAL	Louise Mackey	(907) 271-5332
ASO	Sharon Hathaway	(404) 305-5735
AEA	Diana Rizzuto	(718) 553-4983
HQ	E.K. Reed	(202) 267-7432
HQ	Diane Proctor	(202) 267-8851



CFC Drive Gets Underway

continued from page 1



the entire FAA during the kickoff celebration at FAA Headquarters: "One of the hallmarks of this effort should be having fun."

It sounds as if FAA offices know how to follow instructions. The Eastern Region might have had the most novel way to raise money. It sponsored its own "Subway Series" in which employees voted for their favorite New York baseball team through donations to CFC. The Mets won with \$101 raised, compared to \$80.46 for the Yankees.

Northwest Mountain Region has sponsored an ice cream social and is planning a children's art show and sale as it strives to reach its goal of at least \$200,000.

The Hawthorne Automated Flight Service Station in California also scooped up some dollars with an ice cream social. The region's PASS Union will be Bowling-Against-Dystrophy, with all proceeds going to fight Muscular Dystrophy.

The Southern Region's regional management team raised more than \$500 from its bake sale. The region also sponsors a "Cutest Pet" contest.

As of Nov. 3, Alaskan Region employees already had pledged more than \$69,000 or 81 percent of their \$85,000 goal. Among its many drawings, the region is offering two tickets for the Great Alaska Shootout college basketball tournament.

Numbers Add up to Boost in FAA Funding

continued from page 1

- ◆ Facilities and Equipment — \$2.66 billion (\$162 million more than requested);
- ◆ Research, Engineering and Development — \$187 million (up from the FAA's \$184 million request); and
- ◆ Airport Improvement Program — a whopping \$3.2 billion (the FAA request was budgeted for just under \$2 billion).

The operations budget remains a thorny issue for two reasons — lower funding and reduced flexibility.

Lower Funding: Funding for operations has effectively been reduced by \$119.5 million. First, Congress cut the FAA request by \$69.5 million (offset by add-ons of \$21.5 million that must be used for specific, unrequested activities). Then, Congress mandated the agency to provide \$50 million from Operations funding to support the Essential Air Service program.

Reduced Flexibility: For the first time, Congress has provided specific appropriations for Air Traffic Services, Regulation and Certification, Civil Aviation Security, Research and Acquisitions, Commercial Space Transportation, Region and Center Operations, Human Resource Management, Financial Services, and the balance of staff offices. Because of this unprecedented action, the administrator will be unable to move funds among these activities to meet changing demands and circumstances in the aviation environment.

The Office of Financial Services announced it will be ending the current hiring freeze and replacing it with individual staffing ceilings for operations-funded positions in each line of business and staff office. The staffing caps will pivot off the end-of-Fiscal Year 2000 employment levels.

Two items will then be added to these year-end levels: unfilled but approved waivers from last fiscal year and increases approved by Congress for Fiscal Year 2001. For example, 190 additional field maintenance staff, 24 new aircraft certification staff, and 94 security personnel may be hired.

Establishing ceilings does not guarantee, however, that each organization will hire to those levels. Additional employees will be hired only if they are both needed and affordable.

Major FAA capital programs were helped as a result of the \$162 million added by Congress and other adjustments to the Facilities and Equipment account.

Increases include \$69 million for Instrument Landing System, \$29 million for Approach Lighting System Improvement, and \$10 million for Safeflight 21.

Although Congress specified the purpose of these increases, this funding will nonetheless play a key role in NAS modernization and sustainment of existing FAA infrastructure.

FY 2001 BUDGET HIGHLIGHTS

(\$M)

APPROPRIATION	FY 2000 ENACTED	FY 2001 REQUEST	CONFERENCE
Operations	\$ 5,968	\$ 6,592	\$ 6,544
Facilities and Equipment (F&E)	2,045	2,495	2,657
Research, Engineering & Development (R&D)	156	184	187
Airport Improvement Program (AIP)			
Obligation Limitation	1,896	1,950	3,200
TOTAL BUDGET AUTHORITY	\$ 10,065	\$ 11,221	\$ 12,588



FAA Employees Help Make a House a Home

continued from page 1

employee associations raised \$21,000 of the \$50,000 needed to start the project. To recognize their support, and because the FAA contingent was the most organized, Habitat for Humanity gave FAA employees the honor of starting work on the house on July 7.

Gary Klingler, air traffic manager at the Cleveland Tower, chaired the committee's publicity and fundraising. With the help of Mark Bohn from NATCA and Cathy Huth, a secretary at the Ohio System Management Office, the FAA funded nearly half the effort.

The project entailed building a house from the ground up in two months.

Employees worked weekends and after-hours at a variety of jobs, including plumbing, floor sheeting, and drywall.

Klingler, an experienced landscaper, did much of the yard work himself.

"It was like a one-semester course in how to build a house," he said.

The volunteers enjoyed working with Johnson and her children, who under the Habitat program must contribute 400 hours of their time to the project. Klingler described Johnson as a hard-working woman who was putting her oldest son through college. He

said she was "absolutely thrilled" with all of the help she received from people she now calls friends. The friendship is mutual, Klingler said. "We've decided we've kind of adopted each other."

The reaction of the family and the self-satisfaction they got from working on the project "paid back tenfold for our efforts," he added.

Local media provided a steady stream of upbeat stories about the effort. "I'm happy the FAA got a lot of good media coverage out of this," Klingler said. "It's not why we did all this. It was certainly a side benefit."

The Executive Board's effort to bring together different federal agencies benefited more than just the community. "We made a lot of personal friends and contacts in other agencies," Klingler said. A production company videotaped the construction for a documentary that will be shown to other Federal Executive Boards around the country about how federal agencies can work together.



Johnson and her five children get acquainted with their new surroundings.



(From left) Bill Montague from the Federal Executive Board receives a donation from FAAers Mark Bohn, Patrick Forrey and Gary Klingler.



Workers put finishing touches on the Johnson home.



Back to Headquarters

Car Show Stops Traffic

What better way to support a drive than with classic cars? The Office of System Safety's 2nd Annual FAA Antique/Classic Car Show raised \$475 for the Headquarters' CFC drive. The display of antique, sports and muscle cars drew envious stares and inquisitive looks from a large crowd.

A 1987 Ferrari won in the category of most fun vehicle to drive to work. A 1957 Ford convertible took the prizes for best car to take on a date and the vehicle most likely to win best of show. A 1999 Chevrolet Corvette won first place for the vehicle with the biggest engine.

Other CFC events scheduled at Headquarters include an API book sale on Nov. 16 and the ASU western fair on Nov. 28.

New Travel Booking Program Tested at HQ

Headquarters employees may now book domestic government travel on-line as part of a pilot program being tested by the Department of Transportation.

The FedTrip program is expected to save time, money and effort. It's available 24 hours per day and takes an average of only seven to 10 minutes to use. Employees who use the system will receive an e-mail confirming their reservations. They may opt for paper tickets, which can be picked up at the World Travel Partners office on the 5th floor, or electronic tickets, which only require an airport check-in.

Using FedTrip is expected to save \$11 off the regular cost of booking travel. The more employees use FedTrip, the more the agency will save.

Employees may book all air, car and hotel reservations through the program, but must have a government-issued travel credit card. The DOT plans to allow the booking of international trips on FedTrip in



Photo: Diane Speed

The chrome work on this 1957 Chevy Bel Air cuts a classic profile at Headquarters' annual car show.

the future. Meantime, reservations for international trips should be made by calling World Travel Partners at x62700.

To book, access the Web site at www.fedtrip.gov. Type in FAAHQ for the agency name. The member login is the employee's first name and last name (as they appear on their paycheck) with a dot in the middle. For instance: John Doe would type in john.doe. The password is the last

four digits of the employee's social security number.

For more information, contact Loretta Rollins at x77360.

Working with Pride

FAA Intercom reminds Headquarters employees to dial PRIDE (x77433) if they have questions concerning Headquarters building, parking garage and grounds maintenance.

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